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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

COUNTRY USSR

REPORT

SUBJECT Town Plan Data for Kharkov, Izyum, Minsk, DATE DISTR. 29 April 1960
Shchelkovo, and Stalingrad

NO. PAGES

REFERENCES

DATE OF INFO.

PLACE & DATE ACQ.

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STATE	X	ARMY #	X	NAVY	X	AIR #	X	NSA	X	FBI	X	NIJ	X
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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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INFORMATION REPORT INFORMATION REPORT

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[redacted] reports on the cities of Kharkov, Izyum, Minsk, Shchelkovo, and Stalingrad [redacted]

Attachment 1: A report on the city of Kharkov with [redacted] sketch of the city. The text of the report deals with new urban areas, city streets and numbering system, public buildings, highways, inter-urban transportation facilities, military academy, Institute of Aviation, civilian airfield, industrial installation, public utilities and civil defense. The [redacted] sketch has a legend locating 31 points in the city. 50X1-HUM 50X1-HUM

Attachment 2: A [redacted] sketch with legend locating 48 points in the city of Izyum. [redacted]

Attachment 3: Two overlays of a map of the city of Minsk with legends locating 42 points in the city. 50X1-HUM

Attachment 4: A legend locating 78 points on a [redacted] sketch of Shchelkovo. [redacted]

50X1-HUM

Attachment 5: A general information report on the city of Stalingrad with a [redacted] sketch of the center of the city and overlay with legend locating 27 points in Stalingrad. 50X1-HUM

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COUNTRY: **USSR (Ukraine SSR)**

REPORT NO.

SUBJECT: **City of IZYUM**

DATE OF INFO:

DATE ACQUIRED

DATE OF REPORT: **2 March 1960**

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The following is a legend for  sketch of city of IZYUM:

1. Quarry which supplied sand to the optical plant.
2. Spring for city water supply. The water was raised to a tank which was not high enough to provide water pressure for the third floor of buildings.
3. Brewery.
4. Locomotive plant football field.
5. Locomotive plant.
6. Railroad station, classified as "brigade" (sic).
7. Railroad station gardens.
8. Wooden bridge.
9. Wooden bridge.
10. Abandoned wooden bridge for the optical plant narrow gauge railroad.
11. Militia quarters.
12. Movie and club house.
13. Restaurant.

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14. Church.
15. Civil Registry.
16. Beach.
17. Reinforced concrete bridge, with steel upper framework. It was 75 meters long, and 23 meters above water level.
18. Location of an old concentration camp where the prisoners who built the above-mentioned bridge (point no. 17), and the new road over the hill (point no. 47), were guarded.
19. Induction station.
20. City hospital-clinic. This was a three-story building.
21. KHARKOV bus depot.
22. Public square.
23. City park.
24. Old jail, which later became an M.V.D. quarters, and at present was a school.
- 24b. Branch post office and savings bank.
25. Old-jail courtyard.
26. Park.
27. Skating rink.
28. Optical plant covered passageway.
29. General market.
30. Garden.
31. Three-story building for optical plant workers. A food store was located on the first floor.
- 31b. Cemetery.
32. Optical plant clinic.
33. Plant living quarters.
34. Foundling home.

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- 35. Park.
- 35b. Plant clubhouse.
- 36. Izyum optical plant.
- 37. Izyum plant electric power station.
- 38. Izyum plant water reservoir.
- 39. Plant Committee and Union building (ZAVKOM.)
- 40. Dining room.
- 41. Two-story building housing the optical plant cash and accounting offices on the first floor, and a post office branch on the second floor.
- 42. Public square.
- 43. Plant stables housing plant-owned horses used by workers on their truck farms.
- 44. City slaughter-house.
- 45. Plant bachelors living quarters.
- 46. Plant abandoned narrow gauge railroad.
- 47. New road built by prisoners in 1951.
- 48. Brick plant.

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Stalingrad

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FIELD INFORMATION REPORT

COUNTRY: USSR (Belorussian SSR)

REPORT

SUBJECT: Industrial Area, Minsk

DATE OF

DATE AC

DATE OF REPORT:

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INDUSTRIAL AREA, MINSK

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1.

Overlay of Minsk City Plan

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2.

(1) Central Railway Station. distance between this point and the Ball Bearing Plant 11 to be close to 10 kilometers.

(2) Vokzalnaya pleschad, Square in Front of Railway Station. Name of the street in front of the railway station unknown

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- (3) Street, name unknown. This street, serviced by several trolley bus lines, led into the beginning of Mogilevskoye shosse (point 4), and a city park which contained a football stadium.
- (4) Mogilevskoye shosse. A well paved and asphalted thoroughfare. From the beginning of the street to approximately point 12, this shosse was narrow, but from the latter point it widened to a width of eight to nine meters. No information on any sizeable construction in this area. 50X1-HUM
- (5) Bridge or Underpass. [] rail lines crossed at this junction but could not recall if the tracks ran over a bridge or through an underpass.
- (6) Bicycle Plant.
- (7) Limit of Residential Area. From 1952 through October 1956, the area from point 4 to point 7 was gradually built up with a variety of housing projects. The broken line represented the approximate limits of these residential areas. There were, however, still a number of unfinished apartment houses under construction seen at a distance from the shosse.
- (8) New Shosse. This shosse was constructed in 1954 or 1955 and was wide and asphalt paved. It led from point 22 past the tractor plant (point 11), and joined an unknown street in the center of the city. Streetcar line No. 7 serviced the industrail area via this new highway.
- (9) Motor Vehicle Repair Plant.
- (10) New Street. Date of construction subsequent to 1952.
- (10a) Streetcar Stop. Streetcar stop for line #7, close to the main entrance of the tractor plant.
- (11) Tractor Plant. Estimated labor force 10⁰⁰⁰ to at least 15,000. This plant possibly was supplied with bearings from Plant 11, Minsk.
- (12) Trolley Bus Stop.
- (13) Foot path.
- (14) Planned Industrial Area. In 1956, it was rumored that the entire area south of Mogilevskoye shosse would be converted into a large industrial site where many plants (type unknown) were to be constructed. Until 1956, this area consisted of cultivated fields, and gardens, interspersed with occasional farmhouses.
- (15) Workers' Settlement. This area, established prior to 1952 consisted of many two and four-story brick buildings which were exclusively inhabited by personnel of Plant 11. The settlement was still in the process of expansion during 1956.

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- (16) Hard Dirt Road. Work on the paving of this road began in 1956.
- (17) Trolley Bus Stop. 50X1-HUM
- (18) Oxygen Plant. [redacted] this plant [redacted] was located on grounds lower than Mogilevskoye shosse. [redacted] metal storage tanks and other buildings [redacted]
- (19) Plant 11 Club Building. Construction of this building started in 1956 or 1955, and it was to be completed by mid-1957. Recreational and club facilities, including the movie theater, were to be transferred from the plant to this building. 50X1-HUM
- (20) Ball Bearing Plant No. 11. The area of the plant was approximately 200 x 150 meters in dimension. It was built on high grounds in a heavily wooded area. The view of the city from the plant was obstructed by tall trees. The plant could not be seen from Mogilevskoye shosse. The upgrade toward the plant started from the square (point 22). Three sides of the plant had stone walls, about three meters high, with the fourth wall under construction in 1956. No barbed wire, guard towers were observed along the wall. The existing buildings occupied less than half of the plant's territory. There were rumors of future plant expansion, however, [redacted] this could only amount to the construction of new shops within the existing territory. One side of the plant was limited by rail tracks, and the other by thick forest. [redacted] the plant was built after 1945, and the buildings seemed to be very new. (see separate report) 50X1-HUM
- (21) Asphalt Paved Road. This portion of the road leading to Plant 11 was asphalt paved in 1953, or 1954. [redacted] the road was on a continuous upgrade. 50X1-HUM
- (22) Square. This asphalt paved square was constructed at the same time as point 21 and point 8.
- (22a) Stalinskiy Raykom building.
- (23) Boiler Plant, approximate location. Large, cylindrical, heavy, iron boilers were made at this plant which was situated on terrain lower than that of Mogilevskoye shosse. No additional information.
- (24) Residential Area. Location of marketing facilities (square).
- (25) Drill Area for Military Barracks. At various intervals military formations could be observed from the road performing some drills and exercises.

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- (26) Military Area. [redacted] believed [redacted] to be an induction center because of the close order drills observed. [redacted] 50X1-HUM 50X1-HUM

[redacted] the unit could have been of the infantry branch of service. No armored vehicles were ever observed, nor other vehicles of special type.

[redacted] In Minsk there could be seen at any time of the day quite a number of military personnel; this city was considered a "Garnizonsky gorod" - garrison city. Officers and enlisted personnel of various ranks and grades belonging to infantry units (pink, or red shoulder patches with black piping), artillery and armored units (black shoulder patches with red piping), were observed. [redacted] 50X1-HUM

- (27) Medical Center Under Construction. This center, to be completed in 1957 or 1958, would service the expanded population of the industrial area.

- (28) Streetcar and Trolley Bus Stops.

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- (29) Residential Areas.

- (30) Automobile Plant (Avtomobilnyy zavod). This plant occupied a large area and employed at least 12,000 workers. Only trucks were produced there, for industrial and military use. [redacted] the military vehicles were made entirely of metal. No details regarding production.

- (31) Electric Power Station, approximate location. Power plant supplying 380-volt current to Plant 11, the tractor plant, and possibly to the auto plant.

- (32) Arrow pointing in the direction of a river. River, believed to be Svisloch, no bridges recalled.

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Central
Overlay of Area of Minsk

3. [redacted] major sites on overlay, sketch 2, page 7 (legend below).

- (1) Location of Railroad Station.
- (2) University Area
- (3) Location of Government Buildings
- (4) Sovetskaya ulitsa (Main street).

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- (5) Location of Hotel "Belorussiya".
- (6) Football Stadium
- (7) Possible Location of the Radio and Television Station
- (8) Possible Location of the Party Headquarters
- (9) Possible Location of Dom Armi - Red Army Club
- (10) Large City Park

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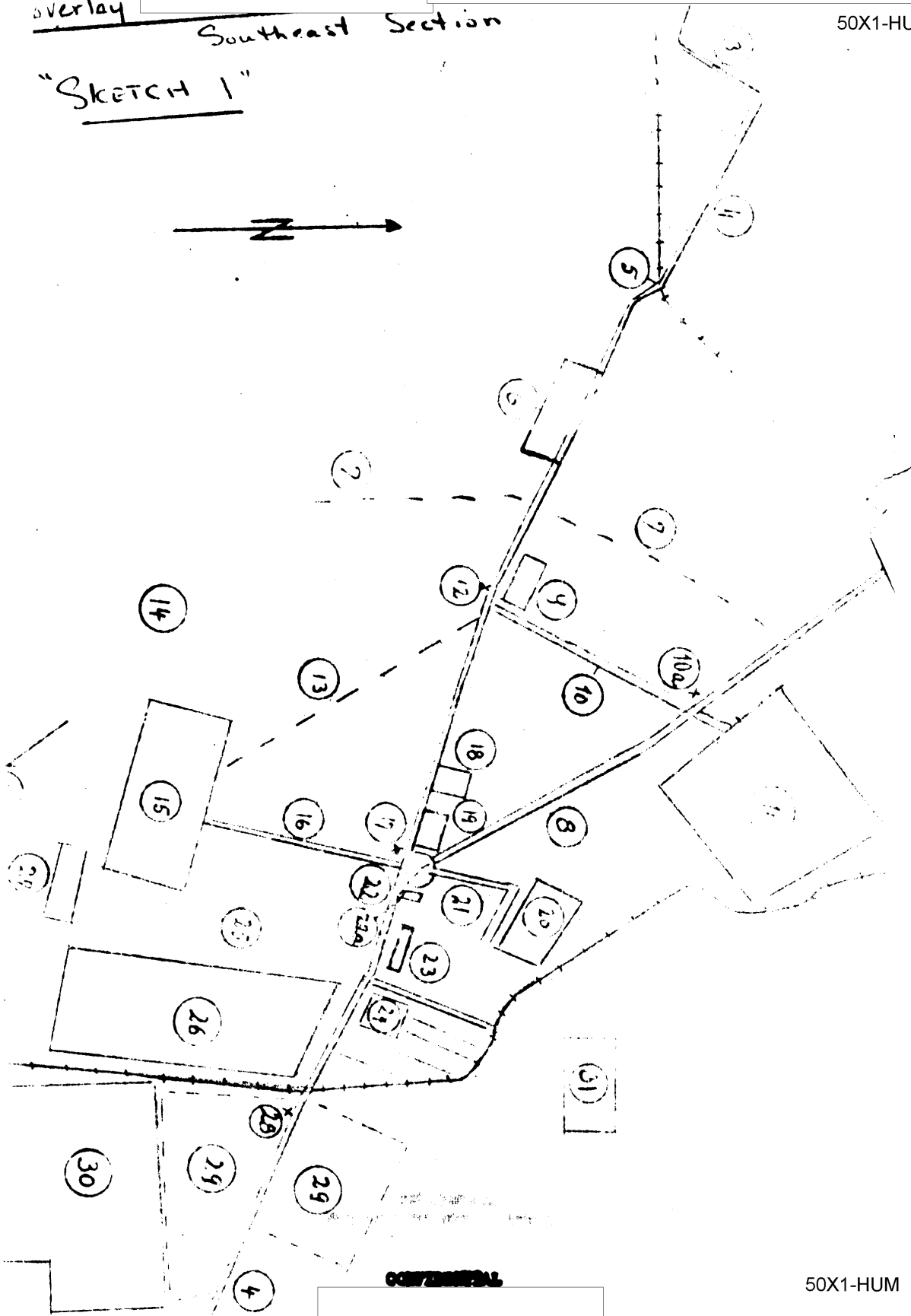
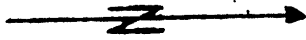
Industrial Area. Minsk

overlay

Southeast Section

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"Sketch 1"



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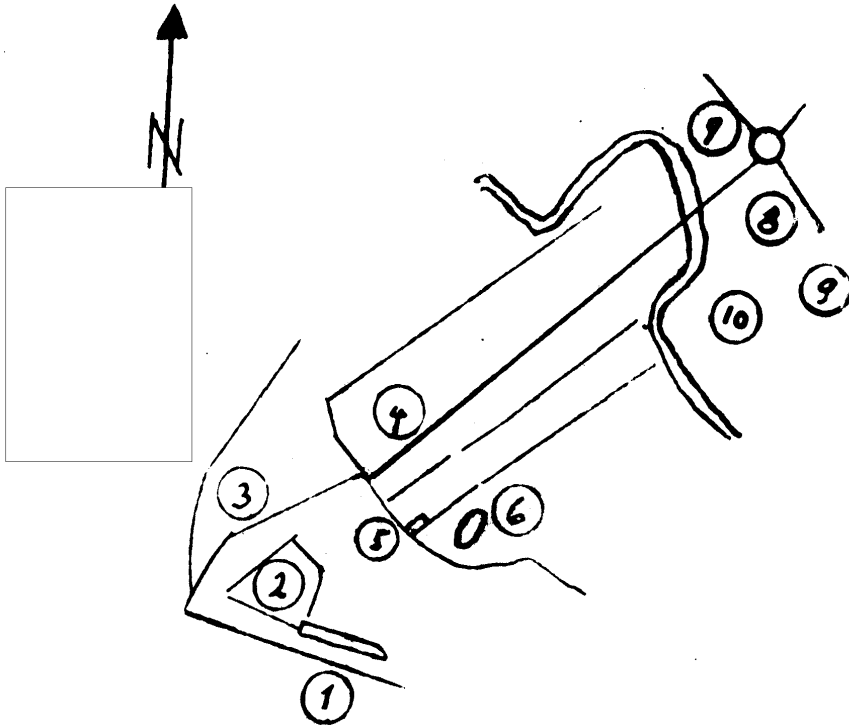
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CENTER AREA OF MINSK

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'SKETCH 2'

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Case 67

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COUNTRY USSR

REPORT

SUBJECT Town Plan Data for Kharkov, Izyum, Minsk, Shchelkovo, and Stalingrad

DATE DISTR.

29 April 1960

NO. PAGES

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REFERENCES

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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STATE	X	ARMY #	X	NAVY	X	AIR #	X	NSA	X	FBI		NIC	X	
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COUNTRY **USSR (Kharkov oblast)**

REPORT

SUBJECT **City of Kharkov**

DATE DISTR.

NO. PAGES

REFERENCES RD

DATE OF
INFO.

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PLACE &
DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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CITY OF KHARKOV

New Urban Areas

1. The city of Kharkov (N 50-00, E 36-14) had new urban zones located along prospekt Stalina in the southeast section of the city, and in an area known as "Cold Mountain" in the northwest section of the city. New urban zones were also located around the Institute of Mines on the road to Kursk (N 51-42, E 36-12). See [redacted] sketch on page of city of Kharkov.

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City Streets and Numbering System

2. A plan existed to widen the city streets but because of the scarcity of dwellings, the plan was enforced only in the areas which were being rebuilt after WW II damage and new suburban areas. [redacted] some of the street names have been changed [redacted] The numbering system started from either pl. Teveleva, considered to be the center of town, or from a main city street (not further identified.) Buildings located on the right hand side of the street had even numbers, and those on the left, odd numbers. The street numbers were modified when two new buildings were constructed on a site formerly occupied by one structure.

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Public Buildings

3. In addition to the buildings indicated on the legend and sketch of Kharkov [redacted] listed the following buildings:
 - A. A city jail existed [redacted]
 - B. Students' Hospital. This hospital, with a 250-bed capacity, was located at No. 22 or No. 24 ulitsa Frunze to the right of ulitsa Stalina.
 - C. Surgical Hospital. A 500-bed capacity hospital was located further south from the Students' Hospital on ulitsa Frunze.
 - D. [redacted] another hospital which was rumored to be very large, and was being reconstructed after being damaged during WW II.
 - E. The Vysokiy Sanatorium, a rest home, was located north of the city, approximately 45 minutes away by train from Kharkov.
 - F. A rest home [redacted] was located on the outskirts of the city on the road to Kursk.
 - G. Institute for Biological Studies. This Institute was frequently discussed and was considered to be of great importance [redacted] The Institute was engaged in experiments with animals and human beings to study the prolongation of life.

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Highways

4. [redacted] highways and roads:

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- A. The ten-meter wide specially (sic) asphalted Belgorod (N 50-36, E 36-34) -Kursk highway left the city of Kharkov from the north.

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- B. The ten-meter wide asphalt road leading to Dnepropetrovsk (N 48-28, E 35-00) left the city of Kharkov from the south.
- C. The Staryy Saltov (N 50-04, E 36-48) road which left from the east side of the city was a gravel road, which was not in good condition.
- D. The road to Poltava (N 49-35, E 34-34) and Kiev left the city of Kharkov from the west side. this was a main highway
- E. The road to Izyum (N 49-12, E 37-16) was a well-paved road in good condition.

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Railroad Stations

5. The large new city railroad station called North Station was a structure with three tall wings and one low one. The station had many platforms and railroad tracks.
- two other stations, one called Kharkov Lavada and the other on the south side of the city called Kharkov Balashovskiy.

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Intra-urban Transportation Facilities

6. City traffic was regulated by policemen and regular three-color traffic lights. Traffic moved on the right side. no restricted traffic zones. transportation facilities in the city as follows:

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A. The streetcar lines

- (1) A streetcar line designated by the letter "A" traveled a route around the periphery of the city.
- (2) Streetcar line No. 5 ran along ulitsa Frunze from ulitsa Stalina.
- (3) Streetcar line No. 17 went to the North Station along the same route as line "A" mentioned above.

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B. Buses, trolley-bus and urban railroads

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- (1) Two trolley-bus lines went up Shumskaya ulitsa to pl. Dzerzhinskaya. the ultimate destination was in the suburbs in the south of the city.
- (2) A bus service connected Kharkov with towns in the area and also with Kiev. Buses offered faster and cheaper service than the trains.
- (3) the trains stopped at all the city stations and the large plants in the area. a city railroad line was under construction in 1956. this railroad has not yet been inaugurated.

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Military Academy, Institute of Aviation and Civilian Airfield

7. [redacted] installations: 50X1-HUM
- A. A military academy, which [redacted] was for officers, was located on the north side of pl. Dzerzhinskaya. See point No. 7 on [redacted] sketch, page [redacted]. 50X1-HUM
- B. An institute of aviation (see point No. 26 on above-mentioned [redacted] sketch) was located on Shumskaya ulitsa. [redacted] 50X1-HUM
- [redacted] military personnel with pogoni of different colors, enter the building.
- C. A civilian airfield was located eight kilometers north of the city on the Dergachi (N 50-08, E 36-06) road. [redacted] 50X1-HUM
- the airfield [redacted] was civilian rather than military.

Industrial Installations

8. [redacted] industrial installations: 50X1-HUM
- A. A motorcycle and bicycle plant existed in an unknown location.
- B. A tractor plant with the initials G.T.Z. was located north of the city, a walk of about an hour and a half from the city.
- C. Generator and electric turbine plant in an unknown location.
- D. Rubber tire plant in an unknown location.
- E. Railroad car construction and repair shops. This was located in the northwest area of the city at a distance from the railroad station. Several large structures could be seen from the railroad station.
- F. Serp i Molot Plant. [redacted] 50X1-HUM
- G. An electromechanical parts plant (KH.EM.Z. - Kharkovskiy Elektromekhanicheskiy Zavod). [redacted] 50X1-HUM
- H. A precision optical plant in the city of Izyum, which was two and one half hours from Kharkov by train. [redacted] 50X1-HUM
- [redacted] this plant [redacted] was of national importance [redacted]
- I. [redacted] unidentified mines located 200 kilometers south of the city were being exploited.

Public Utilities

9. [redacted] information about public utilities: 50X1-HUM
- A. Most of the homes used gas as fuel. A gas line, probably originating in the Caucasus, led to the city of Kharkov.
- B. Electric power originated in a Dnepropetrovsk hydroelectric power plant (sic). The city probably had underground cables in addition to the aerial wires. [redacted] the electric power never failed. 50X1-HUM

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all

- C. The telephone exchange was housed in the Gospron building and facilities were offered for installation of telephones in the homes. Public telephones were located throughout the city.
- D. The city water was of good quality and there was an abundant supply. The underground system of pipes probably originated in the southern section of the city.

Civil Defense

10. New houses were constructed with shelters [redacted] Civil defense centers directed by military personnel existed in the city. Lectures and drills were conducted at these centers and attendance was voluntary. The population was uninterested in civil defense activities.

50X1-HUM
50X1-HUMLegend to [redacted] Sketch of the City of Kharkov:

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1. Mining Technology Institute.
2. Institute of Finance.
3. Ulitsa Trinkler. This street began beyond the road to Kursk in the northwest of the city of Kharkov and joined ulitsa Stalina and led north towards Lyptsy.
4. School (possibly of philosophy).
5. Prospekt Pravdy. This important street ran from the north side of pl. Dzerzhinskaya to the southwest zone of the city.
6. Gospron building. This was a large structure which housed the civilian communications facilities, and offices for the industrial enterprises in the city.
7. Military academy.
8. Hotel Kharkov.
9. Communist Party building.
10. New university location. It was under construction.
11. Pl. Dzerzhinskaya which covered an area measuring approximately 1,000 meters by 300 meters.
12. The new North Station.
13. Library Institute.
14. Excavation or ground leveling sites along the Lopan River.
15. Zoo.
16. Central park area, also known as pamyati Shevchenko.
17. Pl. pamyati Shevchenko.
18. Veterinary Institute.

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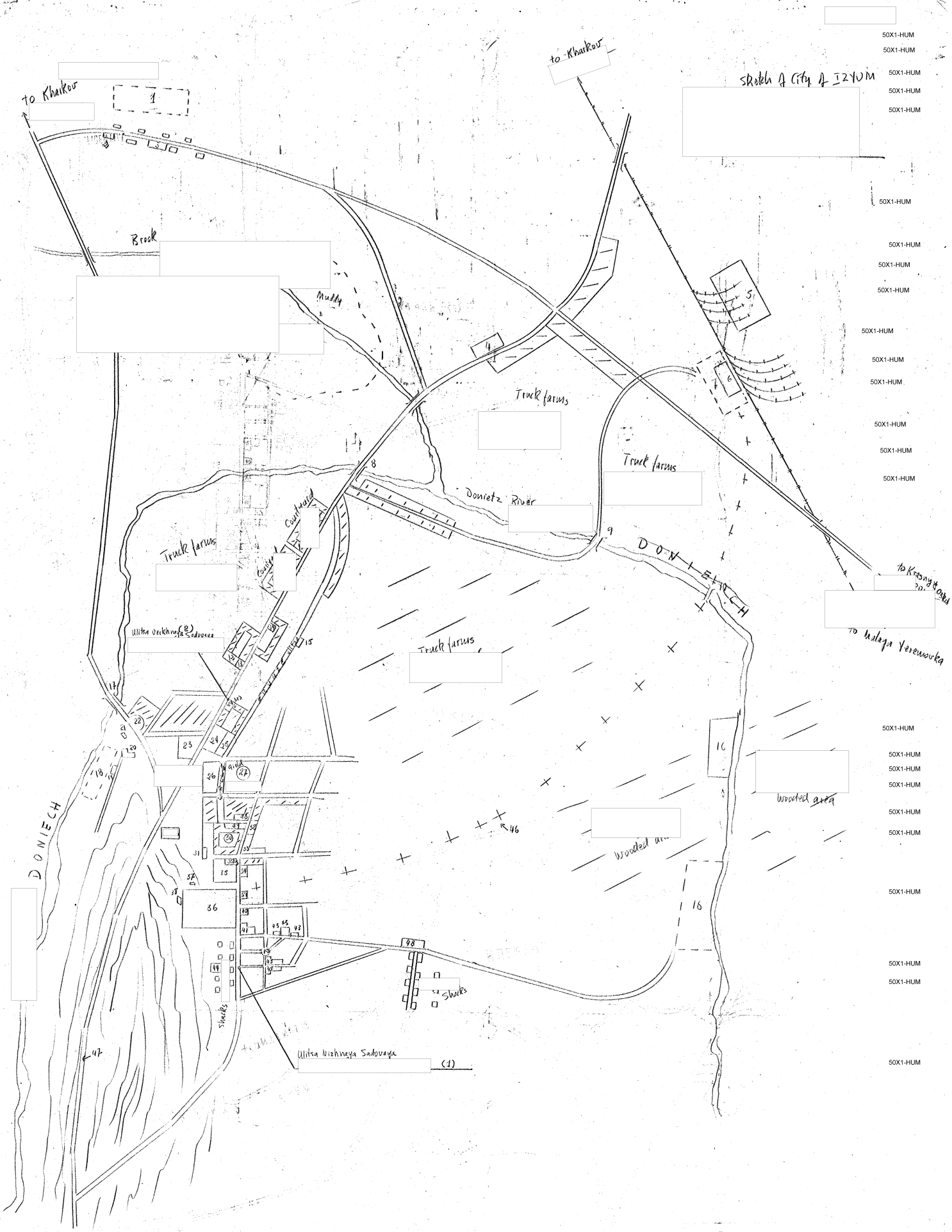
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19. Shumskaya shosse, the city main street. This originated in pl. Teveleva located in the old center of the city and ran north to join ulitsy Trinkler and Stalina.
20. Institute of Construction (Kh. I.S.I.)
21. Institute of theatrical arts.
22. Institute of philology.
23. Polytechnical institute which specialized in such fields as hydraulics, hydrodynamics, and applied mechanics.
24. Institute of plastic arts.
25. Old-city area of dwellings and narrow winding streets.
26. Institute of aviation.
27. Hotel Lux.
28. Institute of medicine.
29. Old Gorkiy University administrative center and school of history.
30. Pl. Teveleva. A street called Karasina or Svodnoy Akademika [Svobodnoy Akademii] ran from this square to the university. This street crossed a small bridge over the Lopen River.
31. City Hall.

C-O-N-F-I-D-E-N-T-I-A-L

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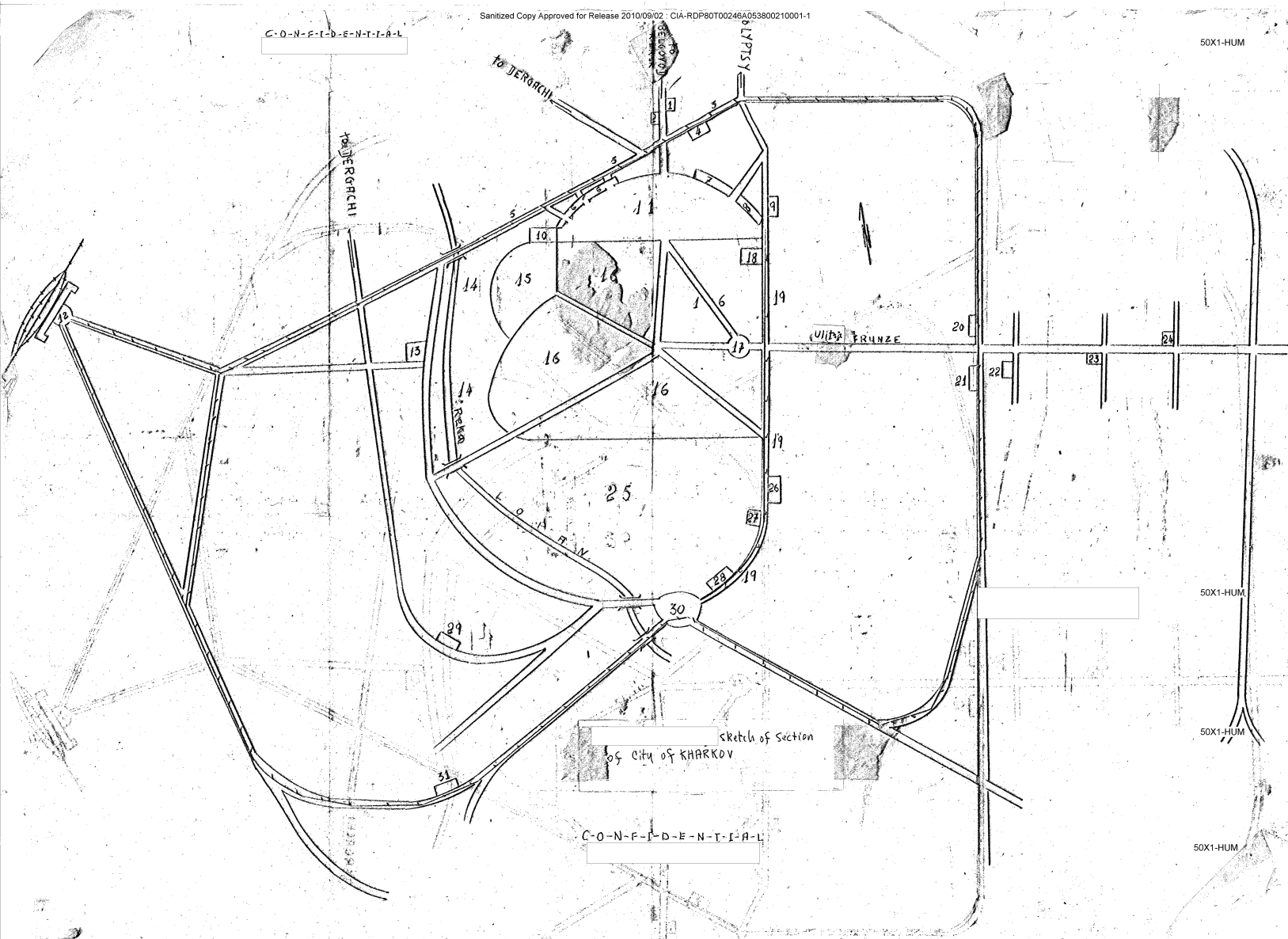
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